

**Abstract of the Disclosure**

This invention relates to a manual transmission for a motor vehicle with a front transverse drive, having a wheel set which consists of a transmission input shaft (2) and at least two transmission output shafts (4, 6), both engaged via a gearwheel (8, 10) with the spur wheel (12) of an axle differential (14), whereby a rotationally fixed connection of the loose wheels and/or gearshift wheels provided on the two transmission output shafts (4, 6) with the (synchronizing) coupling units (26, 33, 34, 41) assigned to them is provided by means of gearshift forks (42 through 45) displaceably arranged on the shift axles (46, 48) and selectable and operable via at least one gearshift lever shaft (58).

It is proposed that for bearing and/or accommodation of the gearshift axles (46, 48) and the gearshift lever shaft (58) a common bearing unit (50) is provided, the bearing unit being arranged between the wheel set (transmission input shaft 2, transmission output shaft 4, 6) and the central opening (66) in the axial differential (14).

(FIG 2)